February 12, 2004

Reasons for Failing a Traffic Inspection:

1. City approved plans must be on site – if building is a change of use plans, it must be reviewed by traffic engineering.
2. Amount of parking spaces with handicapped spaces and signs, striping completed on concrete or asphalt required spaces to be 9' wide x 18' long. Compact spaces 8' wide x 16' long with compact signs or marking on pavement required, required handicapped space – 8' wide x 18' long with 5' wide x 18' long hashed area on either side. Van handicapped space – 8' wide x 18' long with 8' wide x 18' long hashed area either side (preferably passenger side with anchor car stops 2' away from signs if required. Handicapped signs to be mounted 5' from parking surface to bottom of sign center space 1 each per space.
3. Existing curbs, sidewalk and approaches must meet current ADA and UDC standards – new sitework construction to meet same criteria.
4. Pedestrian access from public sidewalk to building must meet ADA standards if the route is greater than 5% slope for a greater distance then 6' handrailing on both sides is required.
5. If detention pond is required, it must be complete – check for drainage easements or ROW's to make sure construction spoils are removed and open earth channel side slopes regarded if upgrading is required then Development Services need to inspect such improvements.
6. When traffic signals are at the location we need to contact traffic operations to check on the conditions of traffic loops and pull boxes –if damaged contractor to repair to traffic operations satisfaction.
7. All spoils must be removed from adjoining properties and no sheet flowing of water is allowed unto adjoining properties.
8. When joint access is required Development Services Inspections must review agreement.

9. When construction of public sidewalks are necessary, inspections must review completed pedestrian easement dedication if required.
10. Staining of all handicap ramps and repair of damaged asphalt must be completed.
11. No sheet flow of water allowed over sidewalks – must install sidewalk box drains.

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Reasons for Failing a Residential Inspection:

1. Approach and sidewalk forms must not touch bedding material (2" of base or gravel required) forms must be cut to grade and 2" minimum flares – ½" or 1" forms required for low curbs at approaches.
2. Reinforcement must comply with city specifications – no roll wire in sidewalks is allowed.
3. Grade pins set incorrectly – They must be to grade at sidewalk section that runs thru approach at back of sidewalk and if sidewalk is away from curbs, grade pins must be set at front and back of sidewalk.
4. If a new house is at the corner lot, must install 1 or 2 handicapped ramps as required – if old house and installing a new approach on reconstructing existing same requirements are needed.
5. Concrete depth must comply with city specifications – 4" sidewalk 5" approaches 3000 PSI.
6. Dowels to be 18' long – 9" into existing concrete and 9" into proposed if rebar is used – grease one end and tie the other – 18" spacing.
7. Expansion material must comply with city specifications required when tying into existing concrete and at approach flares.
8. Wrong curb transitions.
9. Compacted base – 2" minimum depth or gravel not present.

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Reasons for Failing a Commercial Inspection:

1. No City approved plans on site.
2. Existing curbs, sidewalks and approaches (if they remain) must meet current ADA and UDC standards before pouring new approaches.
3. The forms must not touch the base – must be cut to grade-breaking points and flares must be to grade and alignment – ½ low curb forms.
4. Grade pins at sidewalk sections must be to grade also at handicap ramps if necessary (incorrect curb transitions.)
5. Reinforcement must meet city specs – no roll wire in sidewalks is allowed. Approaches #4 @ 12" centers 100% tied.
6. When property is draining unto street from all sides, we must construct a sidewalk box drain or elevated sidewalk.
7. Check Parkways to make sure we can obtain a max 4:1 slope if not then retaining walls are required.
8. Concrete thickness must comply with city specs – 4" for sidewalk and 6" for approaches 3000 PSI.
9. When traffic signals are present, inspections must make sure that all pull boxes are to grade and have a 4" thick 6" wide collar around pull box if not poured in sidewalk – 6" block outs around utilities is required.
10. Dowels must be 18" long – 9" into existing concrete and 9" into proposed expansion jt material must comply with city specs – if using rebar as dowels/side must be greased and the other tied – 18" spacing.